

to answer Mr. Hedley's defiance of the afternoon. Collins, who presided at the meeting, read the letter sent the green car company by six workers, as well as Hedley's answer proposing to meet the committee as green car employees this noon. The body, Collins continued, found that the demands for union recognition and higher wages were not met, and submitted the proposition to the meeting for action.

Firms Hire Big Autos to Carry Employees if Strike Is General

Many of City's Trolley Will Ride To and From Work in Sightseeing Machines, While Others Will Be Kept at Hotels.

"The committee does not consider that an answer," shouted one, "and we leave the matter to you."

Options on practically every available sight-seeing car in Greater New York have been held for the last three days by large firms in anticipation of a strike which might cripple the city's surface lines, and possibly the subway and elevated. Some firms have paid as high as \$10 a day a car merely for the option, and have agreed to pay from \$75 to \$100 a day for each car if compelled to use them.

Besides the firms sight-seeing cars, the largest of which look as if they would hold more than half a hundred persons by judicious packing, there have been requisitioned for use, if necessary, a whole fleet of taxicabs and touring cars, and scores of capacious motor trucks, which will be rigged up with seats.

At the offices of the Green Car Sight-seeing System, 511 West Third Street, it was said dozens of inquiries had come from business houses wishing to make arrangements for the transportation of their employees to and from work.

Among the other firms which will get their employees to and from work in motor cars of various types are the New York Telephone Company, the National Clock and Suit Company, the Adams Express Company, which has a scheduled service of its own cars and wagons already, and the Westcott Express Company, Wells, Fargo & Co. and the Lawyers Title and Trust Company.

Many large establishments have made arrangements to keep their employees in nearby hotels. The Childs Company will do this and many of the downtown financial institutions will do the same, providing, of course, where the distance is too great to walk.

A plan of cooperation among the large firms for the transportation of their employees has been suggested, but has not yet been worked out.

Mahon Answers Attacks.

Previous to the strike vote, President William D. Mahon, of the street railway men's union, addressed the meeting. He answered the attacks of the strikers and replied to the Mooney telegram sent to the Mayor yesterday by "President Shonts. Then he said:

"I'm going back to your committee and hear the report of your committee and to the end."

When the cheer that followed Mahon's speech died away, Collins read a telegram from the unions in Chicago and Detroit. Both promised the men in New York moral and financial support.

The tension evident in all quarters the day meant only one thing. The crucial point in the deadlock between the employers and the railway men was close at hand.

Labor Heads Make Boast.

This was the boast of the labor officials: "We have signed up 95 per cent of the motormen and conductors on the green cars, and not a man after the strike will remain in the ranks."

The programme, then, was to have the strike vote carried at the Lyceum Hall meeting by the confidence of the transit officials that their men would stand by the company in sufficient numbers to break the threatening strike was not without its basis.

A delegation of the green cars called upon President Shonts and General Manager Hedley yesterday morning. They presented a circular letter signed by the representatives of all the car men of the New York Railways Company, who pledged their loyalty to the company and promised to stick to their jobs.

The whole content of the letter was that the company should not be troubled by the strike vote. The letter was signed by the representatives of all the car men of the New York Railways Company, who pledged their loyalty to the company and promised to stick to their jobs.

Hedley Defies Ultimatum.

Encouraged by this gratifying statement, Mr. Hedley did not hesitate to defy the union's ultimatum delivered to him Thursday by six of his own men. The letter from these men demanded an answer by five o'clock yesterday afternoon and came to him by special delivery. He sent one back by the same route yesterday afternoon, addressed to the chairman of the committee at the Continental Hotel, to the effect that the company's object was concerned. The diplomatic answer was worded this way:

"Thomas Doherty, Hotel Continental, Room 644 (Labor Headquarters), 207 West Third Street and Broadway.

"Dear Sir: I received a communication by mail, dated August 3, 1916, signed by Thomas Doherty, Michael J. Moore, Hugh Mooney, William J. Mullin, Bernard McArthur and Patrick McGowan, all employees of the New York Railways Company. I note carefully the contents of your communication, and advise that I am now and at all times willing to meet the employees of this company."

"I shall be glad to see you at my office, 165 Broadway, at 12 o'clock noon tomorrow, the 5th inst."

"Yours very truly, "EDWARD HEDLEY, "Vice-president and general manager."

Woods Refuses Conference.

Added to General Manager Hedley's defiance of the union's attempt to get a foothold in the New York Railways Company, William O. Woods, president of the New York County Court, County, sent a similar reply to a committee of his employees who presented the same demands to him Thursday afternoon. But he was less than forthcoming in his answer. He refused even to talk over the situation with his men.

Word went out to the men of the Queens roads who have enrolled to meet last night at the Lyceum Hall to the company's reply and vote to strike. The same word emanated from union headquarters in Manhattan to the green car men to meet at the Lyceum Hall, Eighty-sixth Street and Third Avenue.

Those two meetings, it was almost certain yesterday, would settle the question whether the city would be paralyzed daily traveling people would be subjected to the greatest transportation hardship ever placed upon the metropolis.

Because of the two companies' answer to the union demands, the police authorities of the city realized that the showdown was too close for them to feel comfortable and confident. Therefore, the police lines were tightened perceptibly yesterday and last night. Not only Police Commissioner Woods and his deputies arranged to be in touch with developments all night long, but Mayor Mitchell decided to remain at home within telephone call in case of emergency.

Tells of City's Protection.

"The Police Commissioner," the Mayor said last night, "has notified me that he has made arrangements to handle whatever emergency may arise."

He said that the Mayor had told the delegation of 120 loyal green car conductors and motormen who called upon him after pledging their support to the New York Railways Company, that the city would discharge its obligation to protect any men operating surface cars in the event of a strike. The delegation in uniform was headed by Frederick A. "Rusty" Livingston, a big, red-headed conductor of the Lexington Avenue line. Most of its members were service strikers.

"We have just had a meeting with President Shonts," the Mayor said, "when the men assembled in the Mayor's reception room. We told him we wanted to work, and now we come to tell you and ask you for protection for ourselves and passengers. Our wages have been raised to \$3 a day, the wages coming in our last pay envelopes. Most of us are seniority men and we don't want to lose our standing."

Asks Mayor for Aid.

"All we want, Mr. Mayor, is to help the public and be assured of protection. We don't believe in violence or crime. We would not see gold bands on the sleeves of the men before you. Some of us, in case of a strike, are going to be injured. There's a big bot-

GOMERS, HERE, SEES ONLY STRIKE

Labor Leader Arrives to Aid Car Men—Says Tie-Up Is Certain.

FITZGERALD HITS SHONT'S STATEMENT

Declares Signers of Loyalty Pledge Are "Hand-Picked" Employees of N. Y. Rys. Co.

Such assistance, financial or otherwise, as the American Federation of Labor may be able to extend to the streetcar men was pledged to William D. Mahon yesterday afternoon by Samuel Gompers, president of the federation.

He came to New York for the purpose of canvassing the general labor situation. When he left his hotel he was of the opinion that nothing could block a city-wide tie-up.

"I can see no hopes of averting a demonstration," he told reporters. "The only hope for arbitration, as I see it, is after the demonstration to-night."

The action of the companies in not answering the communication of the organization before 3 o'clock has greatly aggravated the situation.

"Reports from my own men, acting independently of the representative of the Amalgamated Association, show that the traction employees of New York are generally enthusiastic in expressing their desires to be organized. They are determined to be organized and they should be organized. It is rather late in the day for any man to say that the right to organize is not possessed by every group of men."

Gompers Goes to Conference.

Leaving the hotel, Gompers went to consult with men prominent in other lines of trade. This led to the report that he was concerned with rumors to the effect that the traction trouble might spread until a city-wide strike in various industries would result.

Hugh Frayne, organizer of the Federation in New York, said that of those whom the chief consulted at the Continental, said he knew nothing of such a movement.

"I cannot say a word about it, for I do not know," he explained. "Just now we are waiting in this streetcar situation."

Soon after Gompers left the hotel Hedley had sent a letter to the committee of the New York City Railways Company, green car employees, to present the demands of the union to the company this afternoon. A few minutes before 3 o'clock the letter was snapped open and read, remarked, "Well, the time is up," referring to the time in which an answer to the demands was expected.

Prepared to Go Further.

"Does that mean that all opportunity for the company to accept the demands has been exhausted?" asked the men who were present at their meeting to-night.

"That is about right," he said. "Three o'clock is a time limit set, but we are prepared to go further than that. Any reply received by the committee prior to the presentation of the report to the meeting will be included in it. The fact is, however, that the time limit expired without any reply being received. It is now up to the men."

"Does that mean a strike?" "It is up to the men. It is for them to decide. I do not know what they will do. I do know, however, that no reply of any sort has been received here as yet. How is the reply coming?"

"Special delivery," was the answer. "I will, it should be here soon. When the men get it they can tell what they wish to do."

Mahon believed a strike vote would be the result of the night meeting of the green car men, though he was careful not to say as much in so many words. In his opinion, the statement that a large number of employees of the green cars more than a majority had signed an expression of loyalty, meant nothing.

"The thing that will really count," said Mahon, "is the report heaped yesterday or the day before at the behest of the company, but how they will vote, men continue to enroll."

"Our reports show that employees of the company are not only enrolling in large numbers, but continue to enroll. The system is fully organized. The Public Service Commission and making a round of the various union headquarters, returning to the hotel in the late afternoon, he said that a peaceful settlement. In evidence of this, he Mahon and his associates formed an executive committee to handle such strike questions as might arise. The conference lasted more than an hour. When it was concluded its decision was withheld.

"You will have to await developments to-night," he said. "I cannot tell you what will be done. That is for the men to decide. I would not even venture a guess."

Others Less Conservative.

"It's all nonsense to talk about waiting another twenty-four hours for Mr. Hedley or any one else," said one, voicing the sentiment of the more radical. "He has until 3 o'clock to make any answer he saw fit. He saw fit to make none. He has come here with an offer to see the committee to-morrow, but no intimation as to what he proposes doing. I do not believe the men will allow him to jockey them around in that way."

Men in the Lyceum. In Eighty-sixth

WOODS REFUSES TO POLICE CARS TO 'FRISCO PLOT

Denies Shonts's Request for Man on Each Car if Strike Comes.

BUT WILL PRESERVE PEACE, HE DECLARES

Police Commissioner Orders Officers To Be Neutral and Let Strikers Talk.

Theodore P. Shonts brought a demand upon the Police Department yesterday that in the event of a strike on the green cars the department put a uniformed policeman on each car. The demand was refused, and for the present, at least, the cars will not be provided with individual guardians.

Later, should conditions arise that make the presence of an officer on each car necessary to preserve the peace, they will be placed where needed, Police Commissioner Woods informed the head of the Interborough.

Should policemen be put on the cars, it will be no part of their work to interfere with pickets seeking to have the workers quit, so long as the pickets do not use threats or violence.

"The department is and will continue to be strictly neutral," said Commissioner Woods, when asked as to plans for handling the strike. "We are ready for anything that develops. The men have their instructions."

Woods Instructs Police.

Here, in part, are the instructions: "The duties of the Police Department in connection with strikes and industrial disturbances are, in the last analysis, as on all other occasions, to protect life and property and maintain the public peace."

"The particular steps to be taken and the number and distribution of the force employed must, as a general rule, be left to the sound discretion of commanding officers. There are, however, certain broad rules and well established principles of law which govern cases of this kind."

"Unless otherwise advised by the courts or commanding officers, it is to be assumed the purposes of a peaceful strike are legal. Since such affairs are often accompanied by much bitterness and hard feeling on both sides, it is the duty of the police to administer with the utmost impartiality."

"The employees who have gone on strike may gather in front of places where they were formerly employed, and address or deliver certain limited such argument as they may desire to their fellow workmen who are still employed, urging them to go on strike. Similar arguments may be addressed to the customers of the company, but they are considering taking their former positions of employment either permanently or temporarily as strike breakers. The strikers or their sympathizers may also advise prospective customers of the fact that they are on strike and the nature of their grievances—be they real or supposed. The words used in all such cases, however, must not be such as to incite to violence or offend public decency."

Courts Uphold Picketing.

"While both sides to such a controversy have the right of assembly, no during the sessions of the American Federation of Labor, when Mooney asked to be allowed to organize the men employed by the one company which was unorganized. He advised Mooney to make a formal application to the executive committee for such employment, he said, and never saw him again."

Subsequently Mooney's application was granted, he asked and being allowed only "expenses." For this purpose \$200 was sent him. Later a request for a strike fund of \$50,000 was granted. What happened after that, Mr. Mahon said, he did not know, on account of being absent from his office most of the time.

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LINKS CAR STRIKE TO 'FRISCO PLOT

Shonts Hears Indictment for Man on Each Car Was Agent of W. D. Mahon.

REPORT IS LAID BEFORE MAYOR

Mahon Denies Knowledge of Any Acts Laid to Alleged Plotter.

Theodore P. Shonts brought the recent dynamite outrage in San Francisco into the strike controversy yesterday by making public a telegram received from San Francisco's District Attorney to the effect that Tom Mooney, indicted for eight murders, was an accredited agent of W. D. Mahon, president of the Amalgamated Association of Street Railway Employees, to whom bills for the destruction of property had been sent.

Mahon at once made public a detailed statement of his relations with Mooney, denying that he or any one connected with the association had in any way encouraged or approved of violence at any time or had any knowledge of anything tending to destroy life or property.

The Shonts statement was in the form of a letter sent to Mayor Mitchell, copies of which were sent to the reporters' room in City Hall. Mahon did not think it right who had sent them, but he had an assurance from Mayor Mitchell that his office was not a party to the transaction.

Letter Sent to Mayor.

Here is the letter as sent to Mr. Mitchell: "New York, August 4, 1916.

"Hon. John Purroy Mitchell, "Mayor, New York City.

"Dear Sir: We are in receipt of a telegram as follows: "You are correctly informed. I have documentary evidence showing that Tom Mooney, indicted here for the murder of eight persons killed by the explosion of a bomb during the recent preparedness parade, is an accredited agent of W. D. Mahon, president of the Amalgamated Association of Street Railway Employees, and was in constant correspondence with him in reference to San Francisco conditions."

"I have evidence that Mooney dynamited an electric tower of the power line supplying the streetcar system of San Francisco with current for the purpose of crippling the system prior to a strike, and that soon after the strike failed in San Francisco the bomb throwing occurred."

"Mooney's expense account was sent to Mahon."

"CHARLES M. FICKETT, "District Attorney, San Francisco."

"We are also advised that if any further statement is desired, the District Attorney of San Francisco will give out such information as seems advisable. Yours respectfully,

"THEODORE P. SHONTS, "President."

In his reply to Mr. Shonts Mr. Mahon declared that, except for a brief period of employment in San Francisco, Mooney had not been connected with the operations of the Amalgamated Association.

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